

# Innovative Housing Grants Program

## INNOVATIVE SUBDIVISION DESIGN

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### Introduction

This innovative subdivision design suggests that it is possible to increase the utilization of land for housing through the reduction of land dedicated for roadways. The concept presented is flexible enough to be used for all detached

and semi-detached housing and can be adapted to higher densities if so desired. In this innovative design four rows of lots are created between public circulation routes instead of the traditional two rows. Access is gained into the centre two lots through a common driveway.

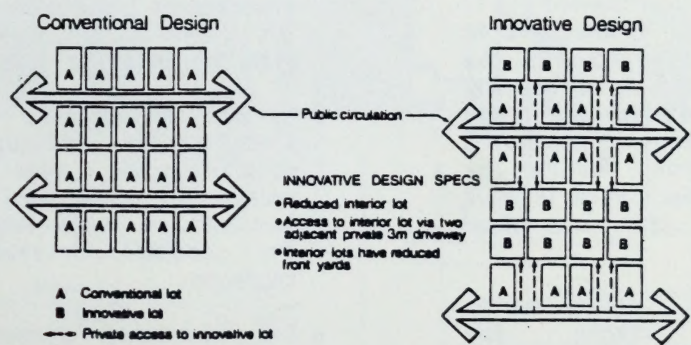


Figure 1. Innovative Design Specs

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## Study Approach

The study was carried out in two phases. The first phase includes the selection of an existing subdivision design providing a frame of reference for the preparation of a planning and engineering assessment, a qualitative analysis, and preliminary cost analysis of the innovative subdivision design. The second phase includes a review of the concept with the approval authorities.

## Spacial Relationships

Elements of the conventional lot include a semi-public entry, ornamental front yard, the home, and a semi-private exterior space. The ornamental front yard usually takes up about 25% of the lot and generally only adds to the attractiveness of the public roadway.

The living area of the unit is normally oriented towards the street but there is seldom any integration between the house and activities conducted within the front yard. The semi-private back yard is used extensively for outdoor activities.

The spacial relationships established within the

innovative lot design differ from the conventional lot. The semi-private front entrance permits the possible reduction of the "ornamental front yard" into a compact functional space. The living area of the housing unit can be oriented toward the "entry" yard or the semi-private "back" yard.

The most significant aspect of the innovative subdivision design is the reduction in roadway area (25% less) and an increase in the number of lots (by 10%).

## Conclusion

- This design has the potential of providing a 12 to 15 percent cost saving on the price of the lot. This could increase with zero lot line and semi-detached units being used in the subdivision.
- There is a significant improvement in the house-to-lot relationship, particularly with the interior lots.
- On-site maintenance could be significantly reduced through reducing the size of the ornamental front yard, although problems of snow removal from the communal driveways would increase.
- The resulting streetscape is more open but the layout results in a more compact clustering of houses (a mini cul-de-sac).



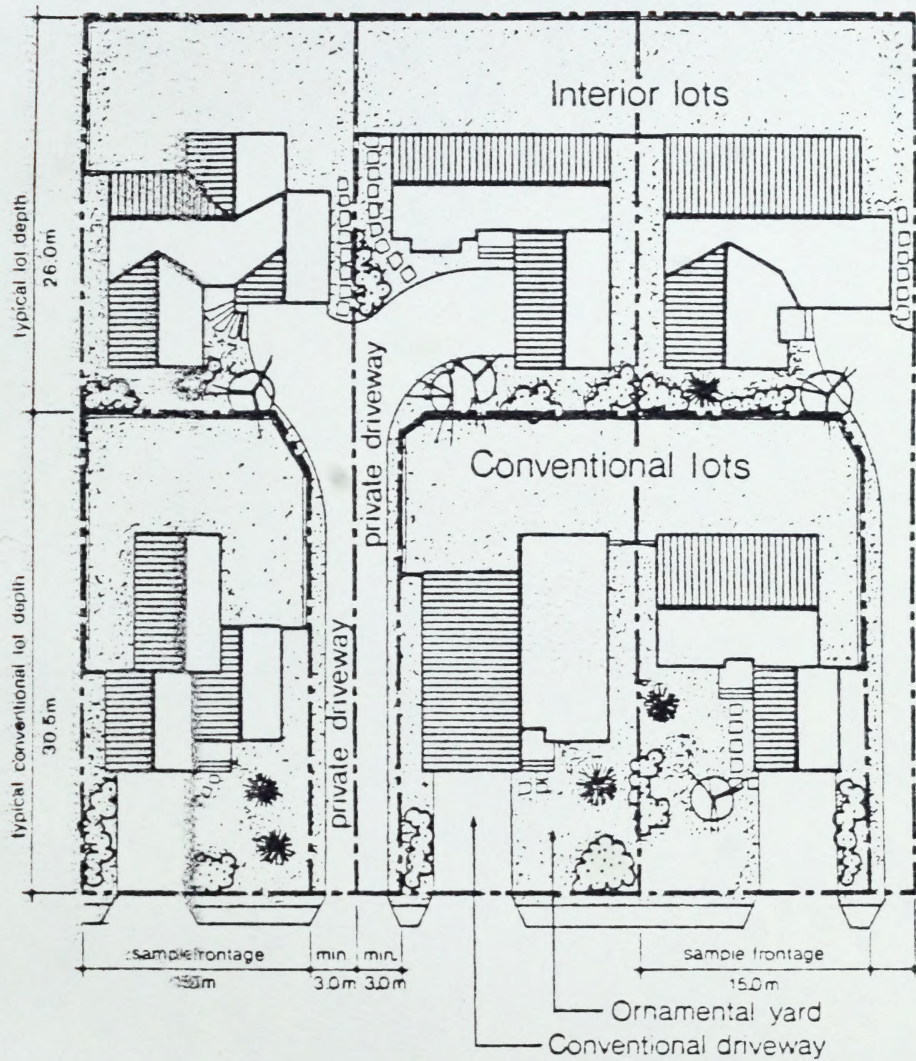


Figure 2. Elements of Innovative Subdivision Design

